(c) 20 works in Haryana and 24 works in Punjab are yet to be started.

(d) 16 from Punjab and 11 from Haryana are at various stages of sanction. It would not be possible to give the exact time frame as the works are approved by Ministry of Railways, State Govt., and finally by Parliament.

New proposal for gauge conversion in Rajasthan

85. SHRI RAMDAS AGARWAL:
SHRI OM PRAKASH MATHUR:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of new proposals for gauge conversion in the State of Rajasthan have been included in the Rail Budget 2008-09 along with the steps taken by Government for conducting survey work;

(b) the time-frame fixed up by his Ministry for survey of above gauge conversion work;

(c) the criteria laid down for sanctioning of these new gauge conversion work; and

(d) whether any such proposal for gauge conversion in Rajasthan is going to be executed under National Rail Development Scheme along with the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Three new works of gauge conversion have been included in the Railway Budget 2008-09 and detailed survey for two works have been completed. The detailed survey for the remaining project is likely to be completed in next 6 months time.

One survey for Mavli-Bari Sadri Gauge Conversion (GC) project (82 kms) was also included in the said Budget. The survey has since been completed.

(c) A Statement is enclosed (*See* below).

(d) No, Sir. However, Bhildi-Samdari GC (223 kms) and Ajmer-Phulera-Ringus-Rewari GC (295 kms) projects are included in National Rail Vikas Yojana (NRVY).

Statement

Details of criteria laid down for sanctioning of new gauge conversion work

Project uni-gauge was taken up on 01.04.1992 and the policy adopted for taking up gauge conversion has been as under:

(i) To take up conversion of lines to develop alternative Broad Gauge (BG) routes obviating the need for doubling existing BG lines on these routes.

(ii) To establish BG links between stations connected by other BG lines.

(iii) To establish BG connection to ports, industrial centers and locations having potential for growth.

(iv) To take up conversion of lines required on strategic considerations.

(v) To minimize transshipment and to improve wagon turn around by avoiding delays at transshipment points.

(vi)To carry out the conversion of lines as per the above policy at least cost yet providing a standard of service not lower than what the rail users were getting on the Metre Gauge (MG).

Dedicated freight corridor

86. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) how many dedicated freight corridors have been planned and what is their construction schedule;

(b) whether the funding would be done from Railways' own resources or loans from international financial bodies like World Bank, Asian Development Bank etc. had to be resorted to; and

(c) whether the proven world-wide technology would be an important input keeping in view the long gestation period and emerging excellence and speed level rolling stock?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The Government of India has approved the construction of Dedicated Freight Corridor Projects on Eastern Route (Ludhiana-Dankuni) and Western Route (Jawaharlal Nehru Port near Mumbai to Dadri/Tughlakabad). They are targeted for completion in about 5 years from the start of construction of the Project.

(b) The Dedicated Freight Corridor Project is proposed to be financed through a mix of internal generation, market borrowings, budgetary and non-budgetary resources including multilateral and bilateral funding. For funding of Eastern and Western Corridors, Ministry of Railways is negotiating with Japan International Cooperation Agency (JICA), World Bank and Asian Development Bank.

(c) It is proposed to use the State of the art technology for implementation of the project.

Rail network in Orissa

†87. SHRI RUDRA NARAYAN PANY: Will the Minister of RAILWAYS be pleased to state:

(a) the position of Orissa in the country keeping in view the railway density *i.e.* rail line in kilometre in comparison to the population or area;

(b) whether there is any special scheme with Government to extend the rail lines and to make arrangements for more railway transport;

(c) whether the State Government has given any memorandum or make any special request to the Central Government in this regard; and

(d) the present status of pending railway projects in the State and by when all these are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) As on 31.03.2008, the railway route length (route kilometre) in Orissa is 6.49 kilometre per lakh of population. It is 15.33 kilometre per 1000 square kilometre of area in terms of density.

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†Original notice of the question was received in Hindi.